

## **REMARKS:**

By the above amendments, the applicants have corrected errors and omissions in the specification as per the comments of the examiner. The applicants have also utilized the language suggested by the examiner as detailed in the claim objections with regard to the informalities of the original claims in the new claims.

The applicants have rewritten all claims to more particularly define the invention so as to better define the uniqueness and patentability of the invention over the prior art.

### **The Rejection of Claims Under 35 USC § 112**

Claims 9-10 and 14 have been canceled.

The new claims 19-23 have been written such that the claims utilize the language suggested by the examiner such that they now distinctly claim the invention and there is no indefinite language.

### **The Rejection of Claims Under 35 USC § 102**

Claims 1, 3, 4, 9, 11 and 12 were rejected over Wei et al (US 5,569,496). Claim 1 has been rewritten as claim 15, claim 3 has been rewritten as claim 17, claim 4 has been rewritten as claim 19, and claims 9, 11 and 12 have been canceled.

Wei teaches a method to increase the durability and corrosion resistance of a wheel and each example and embodiment revolves around this goal. While a secondary benefit is that the slippage of a tire on the bead seat of said wheel may be reduced, the method and materials of such result is very different from the present invention. Wei discusses the use of a coating on the bead seat of a wheel such that the coefficient of friction of this surface is higher than that of the rim surface. However, this requirement will not, in and of itself, be sufficient to prevent tires from slipping on the wheel. The specification and new claims of the present invention give specific information as to material (limited to refractory metals or alloys), and surface finish (a minimum 450 microinch) that is required for a coating on a bead seat to effectively reduce tire slippage. The broad brush approach of Wei to simply state that a coating with a higher coefficient of friction than the rim clearly indicates that the effectiveness of such a coating was not verified and that the specific requirements of materials and surface finish of an effective coating (as represented by the current invention) was not anticipated and is thus, novel.

### **The Rejection of Claims Under 35 USC § 103**

Claims 2, 6-8, 10 and 14 were rejected over Wei as applied to the claims above and over Kaufold et al (US 2004/0142109). Claim 2 has been rewritten as claim 16, claim 6 has

been rewritten as claim 20, claim 7 has been rewritten as claim 21, claim 8 has been rewritten as claim 23, and claims 10 and 14 have been canceled.

Kaufold teaches a method of protecting aluminum wheels from corrosion and wear by the application of a spray coating. Kaufold makes no mention of the application of refractory metals to the wheel bead seat or that such a coating must have a certain minimum surface roughness to be effective. While the examiner combines the teachings of Kaufold and Wei, it is still unanticipated by either inventor or by the combination of inventions, that an effective thermal spray coating of a bead seat of a vehicle wheel needs to be limited to a minimum surface roughness of a refractory metal or alloy to be effective. Once again, the broad statements in the specification of Wei that simply a bead seat surface rougher than the wheel, without limitation to material or specific roughness, would be effective is simply specific enough. The limitations imposed by the current invention, which yield the verifiable positive results as in example 1, specification paragraphs 007-008, display the novelty of the invention that was clearly unanticipated by Wei or Kaufold.

Claims 1, 3, 5, 9, 11 and 13 were rejected over Japan 2002-178723 ('723) in view of Wei. Claim 1 has been rewritten as claim 15, claim 3 has been rewritten as claim 17, and claims 5, 9, 11 and 13 have been canceled.

'723 teaches a method of adhesively bonding a wheel to a tire to prevent slippage. Paragraph 008 of '723 teaches that the slipping of the tire is improved by use of their adhesive, not by simply increasing the friction between the tire and the wheel. In paragraph 020 of '723 hard particles within the adhesive are said to improve the bonding of the tire to the wheel, but it is not clear as to the reason. At any rate, the claims related to adhesives of the current invention have been cancelled. The portions of the other claims related to utilizing a composite coating have been dropped. It is not evident how one skilled in the art could utilize the teachings of '723 along with Wei to render obvious the method of thermal spray coating a wheel's bead seat with the limitations of materials and surface finish as presented in the new claims.

## **Conclusion**

For the above reasons, the applicants submit that the specification and claims are now in proper form, and that the claims are definite and distinctly claim the subject matter of the invention. Therefore, the applicant submits that this application is now in condition for allowance, which action they respectfully solicit.

## **Conditional Request for Constructive Assistance**

The applicants have amended the claims of this application so that they are proper and definite. If, for any reason this application is not believed to be in full condition for allowance, the applicants respectfully request the constructive assistance and suggestions of the Examiner in order that the undersigned can place this application in allowable condition as soon as possible and without the need for further proceedings.



Very respectfully,

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